

Table 2-1, Mitigation/Accentuation Strategies.	
Policy Tool	Desired Effect
A. Managing Long Term Growth	
Concurrency Requirements	Mandates that public services and infrastructure be provided coincident with development to prevent premature urban development.
Comprehensive Plans with Periodic Reviews and Updates	Adopt comprehensive plans to guide where development will be allowed and where land should be preserved for agricultural, recreational, open space, or other uses. Include periodic review and update.
Construction in Phases	Accessibility improvements scheduled over a longer time period, so the associated development proceeds more slowly, and limits overwhelming development pressures.
Employment/Housing Balance	Identifies and promotes balanced job and housing goals and the formal/informal policies to meet these goals.
Timing, Phasing, and Provision of Adequate Public Facilities	Provision or denial of capital improvements to undeveloped parts of a community to manage growth management tools. Capital improvements include basic services such as water, sewer, utilities, and roads.
Extra-territorial Zoning	A 1 st , 2 nd , or 3 rd class City with a plan commission and a zoning ordinance may exercise zoning powers up to 3 miles beyond its corporate limits. A 4 th class City and Village may exercise zoning powers up to 1.5 miles beyond its corporate limits.
Interchange Overlay Zoning	Regulates the type of development that can take place at an interchange or along connecting arterials.
Interchange Location and Timing	Specific plan that details interchange location and construction staging to avoid premature, auto-oriented development.
Municipal Growth Boundary Agreements	Towns and cities can enter into agreements for municipal growth areas beyond which cities commit not to annex and where towns agree not to contest annexation. In exchange for growth areas, cities agree to extend sewer, water, and other services beyond their borders, thus providing an opportunity for orderly growth on town land adjacent to the city.
Phase Highway Construction with Local Arterial and Collector System	Establish a local road system prior to freeway construction - this typically results in a more compact land development framework.
Targeted Land Development	Promotes specific land use development near highway interchanges or in infill/downtown reinvestment projects.
Zoning Ordinances	Local governments can develop and adopt zoning ordinances to guide where development will be allowed and where land should be preserved for agricultural, recreational, shoreland protection, open space and other uses. Zoning also dictates the type of development that can take place.

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B. Influencing Site Plans	
Major Development Review Criteria	Identification and assessment of the impacts of a proposed project, including positive, negative, direct, and indirect impacts. Includes analyzing the impact on community utilities and services (water, sewer, solid waste, emergency services, schools, etc.), and the environmental resources (water, wetlands, groundwater, plant and wildlife, wind, noise, etc.). Economic impacts should also be analyzed and quantified.
Minimum Densities	Requires residential development meet an average number of dwelling units per land area, promoting compact urban form and reducing pressure to develop rural land.
Official Mapping	Local governments can adopt plans and maps showing the approximate location and width of future roadways and other public facilities. The purpose of the map is to inform the public about land that may be required for a future project to prevent costly development from taking place in the corridor.
State Land Use Laws and Local Land Use Policies and Plans	Adhere to state and local land use plans on a day-to-day level, standing firm against development pressures to alter plans from their original intent.
Overlay Zoning and Design Standards	Applies rigid zoning (e.g. overlay zones) and design guidelines to specially designated corridors to protect roadside environment, prevent strip development, preserve the natural landscape, assist in orderly development, and promote safety.
Specific Development Plans	Coordinated development (instead of piecemeal) of one or more properties to define the type and mix of land uses, associated design standards, available public facilities, and schedule for development.
Transit/Pedestrian Oriented Development (TOD/POD)	Moderate to high-density developments located in close proximity to transit to encourage the use of public transportation and non-motorized travel.
Traditional Neighborhood Design (TND)	Mixed-use, compact development that is sensitive to environmental features and promotes the efficient provision and use of services.
C. Preserving Rural/Open Space	
Agricultural Preservation Plan	Local governments can develop and implement an agricultural preservation plan that identifies certain areas where agricultural land use will be preserved.
Conservation Easements	Landowners give up their right to develop their agricultural land but receive a lower assessed value, a tax write off, and in many cases, a cash payment from a land trust, county fund, or some other organization.

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Conservation Subdivision	Residential development technique that uses smaller lot sizes than normally required to preserve open space.
Differential Tax Assessment	Tax incentive to discourage conversion of farm/forestland to other uses.
Exclusive Agriculture Zoning	Zoning classification that limits parcels to a minimum size of 35 acres (or larger). By maintaining the 35-acre parcel size, landowners are eligible for tax credits under the Farmland Preservation Program.
Farmland Preservation Programs	Local governments can encourage area farmers to participate in farmland preservation programs offered by the USDA (such as the Conservation Reserve Program).
Greenbelts	Reservation of land or corridors to link adjacent urban areas. Such areas can be managed by intergovernmental agreements with county management and/or amending comprehensive plans. Promotes focused community development/identity, prevents urban sprawl and provides permanent open space around urban areas.
Land Banking and Public Land Acquisition	Purchases land in advance of development, often at the urban fringes, to control how and when land is developed. Promotes preservation of landscape, habitat, historical vistas, and helps control development (e.g., near interchanges).
Land Trusts	Local nonprofit, tax-exempt corporation empowered to accept and manage land to preserve open space and natural resources via purchased or donated property.
Minimum Lot Size	Creates a minimum lot size of 25, 50, or 100-acres on which there can only be one dwelling unit. The purpose of this policy is to limit agricultural land fragmentation caused by residential development and maintain viable agricultural lot sizes.
Purchase of Development Rights (PDR)	Landowners retain title to their land but the development rights are purchased for an approximation of the market rate. PDR is similar to a conservation easement in that assessed land value is reduced.
Right-To-Farm Laws	Protects farmers from nuisance suits brought by neighboring residents that could restrict farming operations and impacts.
Transfer of Development Rights (TDR)	Within a municipality, sending and receiving zones are identified where a landowner in a receiving zone purchases development credits from a landowner in a sending zone. Once the development rights are purchased from the land in the sending zone, no development can occur on the land.
Urban Growth Boundaries (UGB) and Annexation Rules	Limits land development outside of a designated boundary; includes specific process to review the boundaries in light of future region growth expectations.

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D. Transportation Design Standards	
Balance Transportation System	Local transportation system that supports a variety of functions including regional mobility, area-wide circulation, and local accessibility. A balanced transportation system includes arterials, collectors, and local roadways
Design Standards for Transportation Corridors	Establishes design standards for a transportation corridor to prevent undesirable land uses and unplanned interchange development.
Intersection Control/Access Management	Plans traffic signal timing and access roadways to ensure more efficient development patterns while promoting traffic safety and efficiency (e.g. access roads, curb cuts, signal timing, left-turn lanes).
E. Demand Management	
Intelligent Transportation Systems (ITS) Technologies	Implements new ITS technologies to improve efficiency and throughput of transportation infrastructure.
Parking Supply Management and Pricing	Rations supply or price of parking (e.g., no free parking), particularly in employment centers. Uses revenues to pay for the construction and/or maintenance of facility or to offset costs for specific locations/users.
Provide/Encourage Transportation Choices	Constructs or promotes non-single occupancy auto usage, primarily for commuting (e.g., park and ride lots, transit fare discounts, new rail stations).
Transportation Demand Management (TDM)	Promotes public/private programs that reduce the demand for travel (e.g., trip reduction ordinance, modified work schedule, private bus/van pools).
F. Cost Recovery	
Development Cost Reductions	Reduces development fees (e.g., density bonuses, redevelopment subsidies, infrastructure financing) to encourage favored land use development.
Impact Fees	A city, village, town, or county may enact an ordinance that imposes impact fees on developers to pay for the capital costs necessary to accommodate land development. These impact fees must correlate with the increased costs of service provision or infrastructure development and maintenance.
Taxation Mechanisms	Modified state, local, and federal, income, sales, and property taxes to promote cost recovery or influence business or residential location decisions.
Tax Incremental Financing (TIF) Districts	Allows tax money resulting from the development project, which would normally go to taxing jurisdictions such as the school district, county, and technical school district, to be allocated to a separate municipal fund for the TIF district.
Transportation Utility	Governmental units with the authority to build and maintain transportation infrastructure and related services. Transportation infrastructure is treated as a public utility and developed properties are charged a fee for their use of the services.